


From: [T Robinson](#) 
To: [Columbia River Crossing](#)
CC:
Subject: toll
Date: Tuesday, May 27, 2008 10:54:42 AM
Attachments:

P-0491-001 WHAT ARE YOU THINKING!!!

Both bridges are jammed now and what in the world would it be like with a toll in place. Have you ever crossed a toll bridge and seen what happens to traffic, it comes to a virtual stop and can back up for miles. What about all the extra pollution that is created from hundreds or thousands of cars stopped waiting to pay their toll.

P-0491-002 We need a new bridge NOW, and have needed another one for years. Anyone who has ever crossed the Columbia on our two existing bridges at rush hour will attest to the urgent need for a new bridge. Sure it sounds wonderful that everyone should take mass transit but even with our existing mass transit our roads are a mess and that definitely is not the solution to the Columbia River crossing.

P-0491-003 I haven't even addressed how strapped motorists are now with the cost of gas, and you want to put an additional burden on them!!! You ought to be ashamed of yourselves. Start working on things that will give people relief, not burdens.

Sincerely,

Trena Robinson
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P-0491-001

Details and policies for the tolling system will be decided by the transportation commissions and legislatures of both states. However, the project has proposed and assumed that an electronic tolling system will be used. Electronic tolling collection (ETC) is a cashless toll collection system using the latest electronic technology. ETC promotes free-flowing traffic by eliminating the need for toll booths and allowing all vehicles to pay a toll without stopping.

ETC systems in use today allow drivers to purchase an inexpensive, credit card sized transponder that is placed on the inside windshield of their car. When driving through the toll collection point, radio equipment above the road scans the transponder and deducts the toll from the user's account. User accounts could be linked to a credit or debit card, or they could be prepaid.

Infrequent travelers without a transponder would be charged via a video camera that can quickly scan and photograph license plates. A bill for the cost of the toll and a processing fee can be sent to the registered vehicle owner.

All personal information necessary to use the ETC system would be maintained by the State DOT, as is now being done with WSDOT's Good To Go! Program that is collecting tolls for facilities such as the Tacoma Narrows bridge. The use of this information, like all personal information provided to the state, will follow state privacy guidelines.

P-0491-002

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5

bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

P-0491-003

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the

Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.